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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADER REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

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THERMOS FLASKS
LARGE AND SMALL SIZES.
HOT or COLD beverages maintained at
original temperature for 24 hours.
INVALUABLE TO SPORTSMEN.
A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.
[a30]

NEW SEASON'S MODELS
BABY GRANDS
AND
UPRIGHT GRANDS
BY
BLUTHNER, STECK,
RACHELS, IBACH,
PLEYEL, ETC., ETC.
SOLE AGENTS:
S. MOUTRIE & CO.,
LIMITED.
Hongkong, 1st October, 1908. [a40-3]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE Proprietaires.
M. MAILLE [a46]

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 9th May, 1907. 1574

TRADE MARK
The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to
"WHITE HORSE" WHISKY.
To His Majesty
THE KING.
By Royal
Appointment.
LANE, CRAWFORD & CO.
SOLE AGENTS.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY.
MALT-MILL
CRAIGELLACHIE " GLENLIVET
Estab. 1742.
Quality
the Secret of
Success.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

THE
KEY
OF
WATKINS' DISPENSARY
Has been thrown into the Rubbish Heap!
Why? Because the establishment will be open
DAY AND NIGHT
FROM YEAR END TO YEAR END
AND QUALIFIED ENGLISH CHEMISTS
will always be on DUTY to
DISPENSE DRUGS AND PREPARE PRESCRIPTIONS.
WATKINS LTD.,
CHEMISTS AND DRUGGISTS,
31, QUEEN'S ROAD CENTRAL,
HONGKONG.
Night and Day Telephone: 492.
Hongkong, 13th February, 1909. [a39]

WINE & SPIRIT MERCHANTS
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
Per Case.
BRANDY ★★★★★ - - - \$22.50
" ★★★★★ - - - 20.00
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WHISKY, PALL MALL - - - 20.00
" JOHN WALKER & SONS' - - - 12.50
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" C. P. & CO.'S SPECIAL - - - 10.50
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PORT WINE, INVALIDS - - - 20.00
" DOURO - - - 13.50
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" CURIO SOLERA - - - 26.50
BENEDICTINE, D.O.M. - - - QRS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
[a51]

LANE, CRAWFORD & CO.
AERTEX CELLULAR
TENNIS SHIRTS.
\$3.75 EACH 6 FOR \$21.
"COTELLA" TENNIS SHIRTS
\$2.50 EACH 6 FOR \$13.50.
TENNIS BOOTS & SHOES.
\$5.00 TO \$12 PER PAIR.
WHITE FELT TENNIS HATS.
AYRES AND SLAZENGERS
1909 TENNIS BALLS.
LANF. CRAWFORD & CO.
Hongkong, 8th March, 1909. [a53]

KELLY & WALSH, LTD.
Lettres Senza Indirizzo per Sir Frank
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GUINNESS'S STOUT
AND
BASS & CO.'S PALE ALE,
"HORSE HEAD" BRAND.
IN QUARTS, PINTS AND SPLITS.
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
NORTH BRITISH & AMERICAN
TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1907
£18,114,624.
Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,065,374 15 7
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]
THE GLOBUS INSURANCE COMPANY
OF HAMBURG.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates. **CARLOWITZ & Co.**
Hongkong, 13th August 1905. [28]
HONGKONG ICE COMPANY, LTD.
IT IS HEREBY NOTIFIED that on and
after this date, the Selling Price of
Ice, will be Reduced to HALF A CENT per
pound.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Company, Ltd.
Hongkong, 11th March, 1909. [451]

SUTTON'S SEEDS.
Special Selections for South China.
CHINA EXPRESS CO.
3, Duddell Street, Hongkong.
Shipping and Insurance Agents.
Hongkong, 22nd January, 1909. [50]
A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1448]
FILM! FILM!!
KODAK FILM.
DEVELOPING AND PRINTING
[SPECIALITY].
A TACK & CO.,
26, DES VOEUX ROAD, CENTRAL.
Hongkong, 12th March, 1909. [37]

ICE
WE HAVE MET THE CUT and are
now Selling Ice from our Depot,
Nos. 55 & 57, Des Voeux Road Central, for
HALF A CENT PER POUND.
We have the ONLY FACTORY IN
HONGKONG Manufacturing Ice from
DISTILLED WATER and therefore we
GUARANTEE ITS PURITY.
ORIENTAL BREWERY LTD.
Hongkong, 12th March, 1909. [343]
SINGON & CO.
IRON, STEEL, METAL and HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchandlers. Nos. 35 & 37, HING
LOONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [660]

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]
NEW CARTRIDGES.
BY popular English Manufacturers. In
all Bores and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1445]
COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST TOWER. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday,
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

HOTELS
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]
KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a23]
"KINGSCLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[a45]
"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to— Mrs. F. W. WATTS.
No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHEAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hote at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]
VICTORIA HOTEL
SHAM-KEEN-CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAM-KEEN."
SITUATED ON THE BRITISH CONCESSION.
MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUREPAIRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under-
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]
"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.
THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous to
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
THE MANAGER.
[a196]
HOTEL RIPOSO.
BEXHILL-ON-SEA.
THE attention of intending visitors to Eng-
land is courteously directed to the above
private Hotel, widely renowned for comfort,
and its excellent English catering and cooking.
It adjoins good Golf Links and overlooks Sea
on South and West. Climate sunny and
bracing. Terms from 8/- per day inclusive.
Resident Proprietress Mrs. Gibson. [266]

LOCAL SPORT.

HONGKONG FOOTBALL CHALLENGE SHIELD.

WON BY H.M.S. "BEDFORD". PRESENTED BY H. E. THE GOVERNOR.

In the presence of His Excellency the Governor, Admiral of the Fleet Sir James Krake (retired), Admiral Lambton, General Broadwood and fully 3,000 spectators, the finalists in the Shield Competition, the Buffs and the Bedford, met on the ground of the Hongkong Football Club on Saturday and after the best game that has been witnessed, or will be witnessed this season, the men of the cruiser carried off the historic shield and the gold medals. Although the Buffs were defeated they were by no means disgraced. They played a manly game, and played with exceedingly hard luck, the goal which made the Bedford winners being scored from a penalty kick, and through a regrettable, but unavoidable, mistake. The Buffs were defending their goal when a whistle blew, and one of the defenders, thinking it was the referee's whistle, picked up the ball. The referee had no alternative but to grant a penalty kick, which was taken by Shurt, the centre forward of the Bedford, and he recorded the winning goal amidst deafening applause.

For fully an hour before the time of starting, an anxious crowd surrounded the field, and notwithstanding the threatening weather this continued to be augmented until all available space was occupied. The Buffs were the first to enter the arena, and cheer heralded their arrival. Another volley of cheering later, announced the entrance of the Bedford, and then Referee Storrie made his appearance, Messrs. McCubbin and Darlow taking up their positions as linesmen. The men who played were:

Buffs: Fitzpatrick; Ruler and Bartlett; Holloway, Dano and Tamsitt; Kelly, Brewster, Taylor, Drew and Barker.

H. M. S. Bedford: Rickard; Moore and Sleith; Evans, Clark and Wells; Jones, Smith, Shurt, Myers and Brooks.

The spin of the coin favoured the Buffs, and Bartlett elected to defend the western goal. The Bedford set the leather moving, and with the kick off the suppressed excitement of the crowd broke into boisterous cheering. Brewster took charge of the ball, cleverly carried it into Bedford territory, and sent in a pretty centre. This was cleared, and some smart passing by Myers and Brooks saw play transferred, but the onward rush of the sailors was stopped by Ruler, who returned the leather to midfield. The Buffs then became aggressive; Brewster passed to Drew who was in a good position, and the latter made the first attempt to score, but lifted the ball too high. Better success favoured Taylor just afterwards, for Rickard let an apparently easy shot pass through his hands, and the first goal for the Buffs was registered amid great cheering. This was about five minutes after the start. The Bedford then got away with the ball, and the Buffs were forced to defend. A sharp bombardment almost in goal mouth caused Fitzpatrick to concede a corner to clear. Nothing resulted from this, but Brooks missed a good chance directly afterwards. A flying trip to Bedford territory followed, but a foul against the Buffs saw them on the defensive again. Myers sent in a good shot, which Fitzpatrick succeeded in turning aside, but in the struggle which followed the sailors rushed the ball into the net and brought the scores level, the cheering being deafening. By this time both teams had warmed to the work, and fast interesting football was the order of the day. The footwork of the Buffs, Drew and Brewster in particular, was exceptionally clever, while for the Bedford Shurt and Myers were smart and tricky with the ball. The sailors, likewise, were particularly good at long kicking, and the energy which the backs put in their kicks carried play out of dangerous positions on numerous occasions. The re-start saw the Buffs in the ascendancy, but the chances of Barker and Brewster were foiled by the stubborn defence of the sailors, who again rushed the leather to the other end. Another scramble followed before the sailors' goal, and again the leather was rushed into the net by Smith.

The game became exceedingly exciting as the Buffs once more pressed on their opponents' stronghold. They were brought up through one of the forwards being off-side, but continued the pressure. An opportunity opened for Taylor, but he kicked too high. A clever rush immediately afterwards by Brewster was followed by a sharp shot which defeated the keeper, and once more the scores were brought level. The Buffs continued aggressive and a foul against the sailors near their penalty area looked ominous. The kick was not successful, however, and two succeeding attempts by Brewster and Drew were all saved by Rickard, who continued to have an anxious time. Another free kick was given to Buffs in the penalty area. This was taken by Brewster, and grazed the upper side of the horizontal. The Buffs continued to force the play, and Rickard had a trying time in endeavouring to keep out Taylor's sharp and accurate shots. So far he had been successful in repelling the invaders, but their determined attack continued, and after Drew's attempt had been foiled Rickard was at last beaten by Barker.

Half-time: Buffs, 3; H.M.S. Bedford, 2. Goals had been recorded quickly in the first half, but there was little scoring after the rest out. The opening of the second moiety saw the Bedford forcing the Buffs to defend. A long shot by Shurt was well directed, and the keeper succeeded in clearing just on the goal line. One of Brewster's sharp rushes was responsible for a transference of the play, and some very sharp exchanges followed before the Bedford net. Taylor relieving by kicking out. The kick out was returned by Brewster, who placed a good centre. A stinging shot was sent in by Brooks, but was well cleared by Rickard, who succeeded in turning aside another likely kick by Drew before the leather was kicked out. A series of clever passes saw the Bedford bearing down on the Buff stronghold, but the stubborn defence held them at bay for some time. After a sharp struggle, however, the sailors were awarded a penalty kick. This was taken by Shurt, and Fitzpatrick was defeated, ringing cheers greeting the sailors on their success in equalising once more. The Buffs became aggressive again, and intense excitement prevailed round the naval stronghold. A sharp flying shot was delivered by Brewster, the ball just missing the upright. The same player succeeded in netting later, but the goal was not allowed, the referee ruling the player off-side. Heated play continued for a time before the Bedford stronghold, but the goal was kept intact until a long kick by Myers relieved the pressure. The Buffs were defending when time was announced.

After a short consultation both teams decided to play an extra half hour, and during that time both worked well to score the winning goal. It was recorded at the last by the Bedford in a most unsatisfactory and a most unfortunate way, and although the "schoolboys" as they were called on account of their small stature, were elated at their success, there can be no doubt that they would have preferred to see a better winning goal scored. As before stated, the sounding of a whistle, which some of the players thought was the referee's, caused one of the Buffs players to pick up the ball. In the circumstances the referee had no alternative but to grant a penalty kick. This was taken by Shurt, who recorded the winning goal, the whistle sounding shortly afterwards.

Final: H.M.S. Bedford, 4; Buffs, 3. The call of time was followed by a wild rush across the ground to the Club match, where His Excellency the Governor was to present the prizes. The scene on the ground before the stand was one of delicious delight, the blue-jackets, who were present in force and apparently intoxicated with joy, being out of all control. Civilian, naval and military police combined in endeavouring to restore order, but the sailors could not be restrained until they had nearly suffocated the winners with their cries. At length the heroes of the hour were allowed to line up in a semi-circle before His Excellency the Governor and party, and Rickard, the captain of the winning team, stepped forward to receive the gold medal which accompanies the Shield. As His Excellency handed over the trophy the victorious captain was greeted with roars of applause, and this was maintained as each member of the team received a medal and congratulations from the Governor. Then the coveted Shield was handed over amidst greater cheering than ever. When this had subsided three cheers were called for the winning team, which were heartily given, and a "tiger" added.

Then there was a call for the Buffs, and as Dare sprang down from the match shortly afterwards the cheering was renewed. It was some time before the others arrived, and somebody said they were not coming. But another great shout heralded their approach, and they were hustled and lifted into the open space before the Governor. Cheering was renewed as Bartlett, the captain, received the Cup presented for the runners up, from His Excellency, and there was more cheering as each man was presented with a silver medal. The skipper of the winning team then called for three cheers for the Buffs, the call being heartily complied with and a tiger added. The compliment was returned on the call of Bartlett and most of the spectators departed somewhat hoarse, but thoroughly satisfied with the spirit shown by both teams, and with the excellent match which had been added to the annals of Hongkong football.

ARMY AND NAVY CHALLENGE SHIELD. The final in the Army and Navy Challenge Shield competition will be played next Saturday afternoon between the R.E. and the King Alfred on the H.K. Club ground at the Happy Valley. Kick off at 4 o'clock.

NAVAL YARD V. B.O.C. The only League match on Saturday was between the Naval Yard and Boys' Own Club. The Yardmen won, but after a trying game, B.O.C. playing with a skill which has been appreciated throughout the League. The team is mostly composed of boys, and many speak of their audacity in entering the competition, but it is the spirit of sport that called them forth, and in the long list of matches they have played they have upheld the colours they represent. Saturday's match proved no exception. They lost to superior play, but at the same time they played a splendid game. The Yardmen, though not in full force, had the best centre forward in the Colony in their team. Watkins, the man who justly earned such notoriety some three or four years ago has returned and played on Saturday. He was certainly not in his old form, nevertheless he was a mainstay of success, and his exhibition showed that although long out of practice he still maintained the skill which in the past had caused large fields of spectators to vociferously applaud his feats. In the first half the Naval Yard scored two goals, the B.O.C. netting in the second moiety. The Boys played an excellent game, throughout, however, and although youngsters, may be expected to give a good account of themselves in the near future.

Final: Naval Yard, 2; B.O.C., 1. Half-time: Buffs, 3; H.M.S. Bedford, 2. Goals had been recorded quickly in the first half, but there was little scoring after the rest out. The opening of the second moiety saw the Bedford forcing the Buffs to defend. A long shot by Shurt was well directed, and the keeper succeeded in clearing just on the goal line. One of Brewster's sharp rushes was responsible for a transference of the play, and some very sharp exchanges followed before the Bedford net. Taylor relieving by kicking out. The kick out was returned by Brewster, who placed a good centre. A stinging shot was sent in by Brooks, but was well cleared by Rickard, who succeeded in turning aside another likely kick by Drew before the leather was kicked out. A series of clever passes saw the Bedford bearing down on the Buff stronghold, but the stubborn defence held them at bay for some time. After a sharp struggle, however, the sailors were awarded a penalty kick. This was taken by Shurt, and Fitzpatrick was defeated, ringing cheers greeting the sailors on their success in equalising once more. The Buffs became aggressive again, and intense excitement prevailed round the naval stronghold. A sharp flying shot was delivered by Brewster, the ball just missing the upright. The same player succeeded in netting later, but the goal was not allowed, the referee ruling the player off-side. Heated play continued for a time before the Bedford stronghold, but the goal was kept intact until a long kick by Myers relieved the pressure. The Buffs were defending when time was announced.

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LEAGUE CRICKET.

HONGKONG "A" V. CIVIL SERVICE.

This match resulted in a fairly easy win for the Civils who still maintain their position at the top of the League.

Turner won the toss and decided to field. The light was not good, but as it did not improve it would probably have been better for them had the "A" team gone to the wickets first. Hutchinson and Phillips faced the bowling of Mullineux at the North and Makin at the South end. Phillips gave a chance first ball to the slips. His partner also gave a chance, then both settled down to steady cricket and at 30 Fowler relieved Makin and sent his first ball over the batsman's head, but later made ample amends. The partnership was severed by Fowler bowling Hutchinson. The register stood—48-1-21. Read now took up the bat. Turner took the over from Mullineux. Runs came slowly and Phillips followed his Captain to the pavilion, a victim to Fowler's delivery. 55-2-25. Bids filled the vacancy but, without scoring, followed the others. 55-3-0. Raven went to the wickets and Makin relieved Turner with the ball. Fowler sent down a loose one to Read who stepped out and missing could not get back to his crease before Dashedwood had his ball. 64-4-10. Witchel succeeded and received a knock on the foot—with the first ball and a substitute had to run for him. Runs came more freely to both bats, and Mullineux replaced Makin with the ball. Witchel was beaten by one of Fowler's shooters, and Ellis relieved. Raven, in essaying a drive to the off, was taken at cover point off Mullineux, and Bird took his place at the crease. Ellis gave a chance to slips and was missed. Both bats scored slowly. Bird, in driving to off, skied one which was taken at cover point, and Pile succeeded. Maundrell relieved Mullineux. Both bats got boundaries and Ellis in going out was stamped. Brett came on. Pile without any further score was bowled by Fowler. 125-10-7.

After the tea interval Turner and Maundrell went to the wickets and faced the bowling of Bird and Brett who bowled without change throughout the innings. Maundrell was caught off Bird before scoring 0-1-0, and Edgel coming on was bowled by Bird after scoring 6. 7-2-6. Fowler succeeded and runs came more freely. Turner playing his usual steady game Fowler at last lost his off stump to Bird—27-3-11—and Makin filled the vacancy. Turner gave a difficult chance to long field but was missed. His "life" was not of much use as he was caught a little later by cover point who held a hot one. 35-4-12. Brownrigg relieved and went to the pavilion without altering the score—35-5-0. Dashedwood succeeded and fell a victim to Bird after his partner had made a run. 36-6-0. Irving relieved but did not last long as in lifting a full pitcher he was caught at mid-on—41-7-1. Chalmers succeeded and Makin was taken at short leg off Bird—44-8-13. Mullineux went to the wicket. Chalmers was the next victim to Bird, 47-9-0. The last man in was Waterhouse, whose partner—

—was caught while but after carrying the score to 71. Waterhouse was caught behind the wickets.

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BOWLING ANALYSIS.

	O.	M.	R.	E.	W.
Sharpe	16	4	43	0	6
Read	11	2	28	1	3
Leith	7	2	14	2	2
H. Hancock	4	2	11	—	—
Claxton	4	—	11	—	—

POLICE V. ROYAL ENGINEERS.

Played on the military ground at the Valley on Saturday, this match ended in a win for the police by six wickets and 116 runs. Edwards 106 and Langley 23 were the top scorers for the Police. For the Engineers Power's contribution of 31 not out was the largest. Scores follow:

	O.	M.	R.	E.	W.
Pitt, b Wallbank	11	—	—	—	—
Ogg, b Wallbank	7	—	—	—	—
Edwards, not out	106	—	—	—	—
King, b Read	23	—	—	—	—
Langley, b Morris	23	—	—	—	—
Kerr, Taylor, Withers, Watt and McLennan, did not bat.	—	—	—	—	—
Extras	6	—	—	—	—
Total	173	—	—	—	—

ROYAL ENGINEERS.

	O.	M.	R.	E.	W.
Morris, b Taylor	9	—	—	—	—
Wallbank, b Taylor	1	—	—	—	—
Read, not out	81	—	—	—	—
Harris, b Kerr	2	—	—	—	—
Boardman, b Kerr	2	—	—	—	—
Harrison, run out Kerr	—	—	—	—	—
Edo, b Kerr	6	—	—	—	—
Touney, b King	7	—	—	—	—
Smith, b Pitt, b King	—	—	—	—	—
Woodrich and Denman did not bat.	—	—	—	—	—
Extras	2	—	—	—	—
Total	57	—	—	—	—

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The postponed "at home" of the Royal Hongkong Yacht Club took place on Saturday afternoon, when a large number of ladies and gentlemen responded to the invitation of the commodore (Hon. Mr. Pollock, K.C.) and the members of the committee and visited the handsome premises at North Point. Here the club dispensed hospitality, and music by the Buffs Band added to the pleasure of the afternoon. H. E. the Governor was present, as well as the Lordship of the Bishop of Victoria. There were two ladies races during the afternoon over a five mile course for the handicap and one design classes. Mr. John Hastings presented the first prize in the former, the Yacht Owners presenting the second, as well as the prizes in the latter race. The wind was fluky and sailing, in the Handicap class, Mrs. Pollock scored the Colleen to victory, as Gompertz bringing in the first second, while in the one design class Mrs. Evans in the *Deluge* secured an easy victory, Mrs. Hott claiming second position on the *Alamuch*. The corrected times were:

HANDICAP CLASS.

	H.	M.	S.
Colleen (Mrs. Pollock)	4	18	20
Min (Mrs. Gompertz)	4	19	18
Yvon (Mrs. M. Harston)	4	21	36
Diane (Miss Phoebe May)	4	21	58
Kathleen (Mrs. Walker)	4	23	42
Erica (Mrs. Denison)	4	25	48
Dracena (Mrs. Worthington)	4	45	41

ONE DESIGN CLASS.

	H.	M.	S.
Haleyon (Mrs. House)	4	54	17
Alamuch (Mrs. Hott)	4	51	19
Nyami (Mrs. Baise)	4	58	03
Deluge (Mrs. Evans)	4	58	18
Bonnie II (Mrs. O. G. Bird)	4	59	16

At the close of the races the Hon. Mr. Pollock asked Mrs. May to present the prizes and when that lady had performed the duty she was rewarded with three hearty cheers.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARSIS CODES: A.B.C. 4th Ed. Fisher's.

P.G. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

IN THE MATTER OF ORDINANCE No. 2 of 1892.

IN THE MATTER OF the Petition of WILLIAM HENRY LOCK, a Director of Limited and Machinery Limited of 188 and 189 Fleet Street in the City of London, England, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in the construction of typographic composing machines."

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said WILLIAM HENRY LOCK by MATTHEW JOHN DENMAN STEPHENS his Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on MONDAY, the 22nd day of March, 1909.

Dated the 11th day of March, 1909.

MATTHEW J. D. STEPHENS, Solicitor for the Applicant.



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs. The back yard must have its containing walls lime-washed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street. The Government Limewashing Contractor is prepared to cleanse and lime-wash houses at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON, Secretary.

Dated this 1st day of March, 1909. [470]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "NORMAN PRINCE," will be despatched for the above Ports on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to ARNOLD, KARBEL & Co., Agents.

Hongkong, 15th March, 1909. [471]

FROM YOKOHAMA AND KOBE.

THE J. C. Lijn Steamship "TJIBODAS," Captain P. Zwart, having arrived from above Ports Consignees of cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon.

No Claims will be admitted after the goods have left the godown and all goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims for damage must be sent in before the 20th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

Head Agency of the JAVO-CHINA-JAPAN-LIJN, York Buildings, 1st Floor, Hongkong, 13th March, 1909. [472]

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA," Captain Deinat, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th March, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 13th March, 1909. [467]

NEW ADVERTISEMENTS

TO LET—FURNISHED.

No. 25, CONDUIT ROAD (Clifton Gardens) from 1st of May, 1909. Apply to H. BRODERSEN, Care of THE ASIATIC PETROLEUM CO. LD., King's Buildings, Hongkong, 15th March, 1909. [468]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 a.m.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 12th March, 1909. [5]

EAST ASIATIC COMPANY, LTD. COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 20th inst., at 9.30 a.m.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents, Hongkong, 13th March, 1909. [6]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD. NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at 12 noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 3rd March, 1909. [400]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 3rd March, 1909. [401]

MITSU BISHI GOSHI KAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIMAZU, Coal Collieries, SOLE AGENTS for KISHIDAKE MIYAO and KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MITSUBISHI, the well known coal mine, near Karatsu, has lately been taken over by the company, and is now being worked on a large scale.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ARADA, Esq.

CHUNKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OLSHI, Manager, No. 2, Pedlar, Street, Hongkong, Hongkong, 9th January, 1909. [716]

NOW READY

THE DIRECTORY AND CHRONICLE

FOR 1909.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

INTIMATIONS

NOTICE.

WE have This Day authorized Mr. E. H. THIEL to Sign our Firm per Procuration. F. BLACKHEAD & Co. Hongkong, 1st March, 1909. [443]



HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On Monday, the 15th March.—From Pak-sha-wai in an Easterly direction, at ranges up to 6,600 yards, commencing at 10 a.m., and finishing at 11 a.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All Ships, Junks and Other Vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 12th March, 1909. [464]

HONGKONG CLUB.

NOTICE.

THE TWENTY-THIRD YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB, will be held in the Club House, on TUESDAY, the 16th March, 1909, at 5.15 p.m.

By Order, JAMES CRAIK, Secretary. Hongkong, 3rd March, 1909. [408]

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (ISSUED BY THE HONGKONG CLUB, PAYABLE ON WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., on FRIDAY, the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary. Hongkong, 10th March, 1909. [446]

HONGKONG REGATTA.

ON SATURDAY, 20TH MARCH.

Under the Patronage of their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O., &c., Vice-Admiral Sir EDWARD LAMONT, K.C.B., R.N., Major-General R. G. BROADWOOD, C.B.

THE RACING COMMENCES at NOON, and continues until 5 p.m., the Senior Fairs Race being rowed at 1 p.m. after which Tiffin will be served on board the Flagship.

The Band of the Buffs will render selections during the afternoon.

YACHT RACES and a MOTOR-BOAT RACE will take place also.

After the last race, Mrs. BASIL TAYLOR has the pleasure of requesting the presence of the Ladies of Hongkong.

Launches will leave Blake Pier for the Flagship at 11.30 a.m. and at frequent intervals until 2.30 p.m. returning after the last race.

Tickets for the Flagship and Tiffin may be obtained from Lieut.-Colonel CHAPMAN and the undersigned, or from Messrs. Kelly & Walsh, price Flagship \$1.00, Tiffin \$1.25. It is requested that early application may be made for the latter, to ensure the necessary accommodation.

Launches following the races must keep astern of the Umpire's launch in order not to interfere with competing crews.

HEDLEY G. WHITE, Hon. Secretary. Hongkong, 13th March, 1909. [465]

NOTICE.

THE UNDERSIGNED having been appointed TRUSTEE of THE CANTON CONDITION HOUSE COMPANY by Order of H.M.'s Supreme Court, dated 11th February, 1909, HEREBY GIVES NOTICE that the following LAND AND HOUSE PROPERTY WILL BE SOLD BY PUBLIC AUCTION at Canton on 20th MARCH, 1909, at 12 o'clock NOON, namely:

Lot 52 on the British Concession, Canton, measuring approximately 12,645 square feet, together with all Buildings erected on the said Lot, at a reserve price, based on the highest offer in writing, sealed or unsealed submitted to the Trustee 24 hours prior to the Auction.

Terms.—Cash on completion of transfer to Lot to Purchaser.

H. H. FOX, H. M. Acting General, Trustee for the Canton Condition House Co. Shamoon, 10th March, 1909. [459]

NOTICE.

WE, the Undersigned, a well-established Firm trading Human Hair, beg to inform the Public that we have now opened an Office in Hongkong at 127, Des Voeux Road, (first floor), Hing Chou and Canton, but in the interest of our Patrons, and in order to make ourselves more widely known to prospective purchasers in the part of China we have thought it advisable to open the above Office for the transaction of a Hongkong Business.

We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a full process of cleansing and drying known only to ourselves.

To prevent imitations and fraud we have adopted a special Trade Mark illustration of which appears beneath.

IN CHEONG & Co., 127 Des Voeux Rd. (1st floor), Hongkong. [460]

DAVID CORSAIR SON'S

NAVY BOILED LONG FLAX RELIANCE CROWN TABBING

ARNOLD, KARBEL & Co. Sole Agents 1674

AUCTIONS

PUBLIC AUCTION.

THE UNDER-MENTIONED VALUABLE LEASEHOLD PROPERTY will, by Order of the Mortgagee, be offered for Sale by Mr. Geo. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street, Victoria, Hongkong, TO-DAY (MONDAY), 15th March, 1909, at 3 o'clock in the afternoon, Each Lot subject to a reserved price.

Lot 1. INLAND LOT 1050, with No. 13, Shaukiwan Road thereon. Area 1050 Square feet. Crown Rent \$12 per annum. Term 999 years from 14th February, 1887.

Lot 2. INLAND LOT 1052, with No. 14, Shaukiwan Road thereon. Area 1050 Square feet. Crown Rent \$12 per annum. Term 999 years from 14th February, 1887.

Lot 3. Tux R.P. or SHAUKIWAN LOT 59, with part of No. 34, Main Street, Shaukiwan East thereon. Area 527 Square feet. Proportion of Crown Rent \$1.51 per annum. Term 999 years from 25th June, 1886.

Lot 4. ABERDEEN INLAND LOT 65, with No. 10, Aberdeen thereon. Area 4350 Square feet. Crown Rent \$12 per annum. Term 999 years from 26th December, 1860.

Lot 5. KOWLOON INLAND LOT 178, with Nos. 77, 79, 81 and 83 Kramer Street, Tai Kok Tsui thereon. Area 2950 Square feet. Crown Rent \$33 per annum. Term 75 years from 27th September, 1887.

Lot 6. KOWLOON INLAND LOT 179, with Nos. 85 and 87 Kramer Street, Tai Kok Tsui thereon. Area 1509 Square feet. Crown Rent \$20 per annum. Term 75 years from 27th September, 1887.

Lot 7. KOWLOON INLAND LOT 198, with Nos. 157, 159, 161 and 163, Kramer Street, Tai Kok Tsui thereon. Area 2175 Square feet. Crown Rent \$30 per annum. Term 75 years from 27th September, 1887.

Lot 8. KOWLOON INLAND LOT 584, with No. 63 Kramer Street, Tai Kok Tsui thereon. Area 750 Square feet. Crown Rent \$6 per annum. Term 75 years from 29th June, 1896.

Lot 9. KOWLOON INLAND LOT 709, with Nos. 1 and 3, Kramer Street, Tai Kok Tsui thereon. Area 1250 Square feet. Crown Rent \$4 per annum. Term 75 years from 1st January, 1896.

Lot 10. KOWLOON INLAND LOT 810, with No. 24, Kramer Street, Tai Kok Tsui thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 11. KOWLOON INLAND LOT 811, with No. 42, Kramer Street, Tai Kok Tsui thereon. Area 850 Square feet. Crown Rent \$6 per annum. Term yearly.

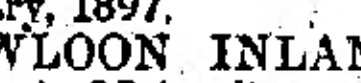
Lot 12. KOWLOON INLAND LOT 791, with No. 8, Main Street, Fok Tsun Heung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 13. KOWLOON INLAND LOT 792, with No. 6, Main Street, Fok Tsun Heung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 14. KOWLOON INLAND LOT 793, with No. 4, Main Street, Fok Tsun Heung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

Lot 15. KOWLOON INLAND LOT 794, with No. 2, Main Street, Fok Tsun Heung thereon. Area 750 Square feet. Crown Rent \$2 per annum. Term 75 years from 1st January, 1897.

For further particulars or to Mr. H. K. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central, Victoria, Hongkong. Hongkong, 6th March, 1909. [430]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction, Sale, to be held TO-DAY (MONDAY), 15th day of March, 1909, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR of One Lot of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1899.

For further particulars or to Mr. H. K. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central, Victoria, Hongkong. Hongkong, 6th March, 1909. [430]

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BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " W. M. DICKSON, Manager.

Hongkong, 1st March, 1909. [121]

THE RESTRICTION OF OPIUM IN HONGKONG AND IN CHINA.

(Continued from page 3.)

seems than to be a distinct probability that alcohol may replace opium. In Hongkong the danger of alcohol as a substitute for opium is a real one, since cheap liquor-shops abound. Opium is a sedative which tends to inaction; and there is a consensus of opinion that it is responsible for no crime, while alcohol is a stimulant which disposes towards aggressive action and admittedly produces crime. The effects of opium are fairly visible and are more seen in public places. Drunkenness is a more contrary to a cause of inconvenience in the public streets and is a degrading spectacle.

(C) KATING OPIUM.

A second alternative to the use of alcohol is the use of the kating opium found in the eating of the drug—much of it is practically unknown in China. The many kinds of "anti-opium" pills which have been distributed gratis or sold in vast quantities throughout China are all said to contain opium, and thus the habit of eating instead of smoking has been encouraged. This is Sir John Jordan's point out is a far more dangerous practice and infinitely harder to eradicate. Dr. Main, C. C. G., is quoted in the public Press as stating that whereas his Mission formerly always had a large number of persons under treatment for the cure of the habit they have ceased to come now that these pills can be procured.

(D) MORPHINE.

Another still more deplorable substitute is morphine whether consumed internally or injected. Hypodermically. Dr. Morrison, corresponding of *The Times*, has written to the *Standard* an increase in the consumption of morphine, and lays special stress on the fact that its importation cannot be checked by an increase in duties. In 1904 the duties were raised from 5 per cent. to 200 per cent. and the recorded import fell from 195,133 oz. in 1902 to 96 oz. in 1907, but there is no reason, he says, to doubt that at the present time the import is nearer to ten tons (smuggled). He adds that "orders have been given for 1,000 lbs. weight in one transaction the morphine being packed in 7, 14, 21, and 28 lb. tins, four in a case. This smuggling is wholesale, while Chinese retailers from Boracay, Java, Malaya and Siam in a large number of cases bring back morphine as savings to China." The morphine is believed to be ordered wholesale (chiefly from London) and transhipped at sea for smuggling.

The Powers have recently agreed that from 1.1.09 the importation of morphine into China shall be prohibited, while both they and China undertake not to manufacture it in China. The Chinese Government thereupon issued elaborate instructions to regulate the import for medicinal purposes. These Regulations will not doubt be operative as regards the 96 oz. legally imported, but since China has already shown herself so entirely powerless to check smuggling over her 7,000 miles of land and 4,000 miles of sea frontier, it is to be feared that little benefit will accrue from this convention. The Government of Hongkong has however, at once come forward to assist so far as it can. Regulations to control more effectively the transit trade have been issued, making it obligatory to obtain a license and to declare port of destination, and establishing one Government warehouse only.

The present exports to all countries through Hongkong amounted to about 400 cases in 1907, two of which may be added the trade in "opium compounds" (which are chiefly opium and morphine pills), amounting in 1906 and 1907 to an average of 7,938 lbs.

MORPHINE IN ANTI-OPIMUM PILLS. Morphine is not only imported in a liquid form for injection, but also in the insidious form of so-called "anti-opium" pills, which are sold in vast quantities as a cure for opium smoking. The Commissioner of Imperial Maritime Customs states that these morphine pills are obtainable in every medicine shop in Canton and their sale is increasing. The offer of a reward of Tls. 15 for every 12 oz. detected produced no result, and proves how lucrative the business is. The Consul General at Canton sent me some samples of pills for analysis. The contained 1/7 1/2 1/3 1/21 1/26 and 1/37 grain (13 to 17 grammes). The Viceroy acting on the orders of the Central Government thereupon issued a Proclamation, directing that a scheme must be devised for the supervision of all shops selling anti-opium pills, the amounts of sales reduced, and the analysis more carefully made. He particularly laid emphasis upon the fact that in my letter to the Consul General I pointed out that the vendors of the pills were in many cases exhibiting sign-boards stating that they were sold under Government authority, and in that case the Chinese Government were merely substituting a worse form of opium consumption, after obtaining from India and the British Colonies, under false pretences, a co-operation which seriously affected their Revenue. Thirty samples of pills from Shanghai were also recently analysed at the request of Sir A. Hossie. In 17 samples each pill contained from 1/5 to 1/10 of a grain of morphine, the remainder (all but two) contained lesser quantities.

The Government Analyst in Hongkong has found as much as 25 per cent. of morphine in some of the anti-opium pills imported for sale here, but the local restrictions to which I shall presently allude have been effective in excluding any containing more than about 16 per cent. from the market.

Dr. Graham Aspland writing from Peking has addressed a very striking appeal on this subject to the *China Times*. He says: "The anti-opium tablets contain morphine in large doses. They are sold and prepared by a British firm doing both wholesale and retail business here in China. How many tons of morphine tablets are being sold in China at this present moment I would not like to venture to guess, but I am prepared to believe it is appalling. Even in remote country villages morphine tablets and hypodermic syringes are frequently seen, and a condition of things which allows a Chairman I know by day daily a dose of anti-Japanese morphine (60 grains) imperatively calls for restriction if not prohibition. There can be no extenuating circumstances associated with the sale of these 'anti-opium tablets' for I have not found one that contained any antidotal drug—any stimulant or tonic ingredients, but simply morphine made into a tablet with ordinary household flour, so that the sale is not accompanied with any honest intention of relieving the suffering, but finding that there is a big market for morphine under the name of anti-opium tablets and powder of foreign trading companies follow this lucrative trade under the heading of benefactors." The writer goes on to quote "the recent Editorial of the *China Medical Journal*" a scathing denunciation of the Trade in "patent medicines" which "reeks with filth and stinks to heaven with its gross and abominable selfishness."

MAGNITUDE OF THE DANGER. What the danger is may be gathered from the report of the Government Analyst made after careful enquiry by my instructions, as to the comparative quantities and cost of the four methods of indulgence. He endorses the statement that 4 mace of opium (233 grains) may be considered as an excess smoker's quantity, as being in accordance with his own observations—

	Quantity in grains, 233 (4 mace)	Cost	Quantity in grains, 233 (4 mace)	Cost
Opium	233	\$1.32	Opium	233
Opium	233	\$1.32	Opium	233
Opium	233	\$1.32	Opium	233
Opium	233	\$1.32	Opium	233

Thus to produce the same narcotic effect 1 grain of injected morphine at a cost of 7 cents—233 grains of smoked opium costing \$1.32! The profit to the sellers of these pills is also enormous for they are sold at four times the cost—75 per cent. profit. There is little occasion for surprise that vendors and purchasers are alike eager to obtain them!

There is I rejoice to say some indication that the Chinese Government are waking up to the danger. The Governor of Kiangsu submitted a Memorial to the Throne pointing out that there was some chance of curing opium smoking, but some of curing the opium habit, morphine is obtainable at a fraction of the cost. This led to the Edict of July 16th (*Times* August 22, 08) in which it is decreed that any Chinese subject selling morphine for making instruments for its use without a Custom's permit shall be banished to a "pestiferous frontier of the Empire." But the facts I have already quoted, and the verdict of those who are in the best position to form an opinion, show that the steps taken have so far been ineffective, and that smokers are becoming more and more numerous.

While evils such as these are imminent in China, which contains so large and intelligent a proportion of the human race it is time that the conscience of the Western Nations was touched, and that their efforts should be directed towards the real issues, which concern alike their honour and China's welfare, and I earnestly wish that those who so disinterestedly devote themselves to the eradication of opium smoking, would turn their attention to this terrible evil and be constant with Regulation and Control of Smoking.

REGULATION OF SMOKING IS IMPOSSIBLE. In Hongkong a strict control is maintained over the sale of morphine and opium compounds. The quantity for local consumption for 1906 and 1907 averaged 5,000 lbs. of the latter. In order to enhance the price every person licensed to sell has to pay Royalties to the Opium Farmer, so that all the machinery at his disposal for detecting illicit import and sale is brought into play. Licenses are only granted to qualified chemists of repute and to such Chinese "magistrates" as have vested interests in the trade before the introduction of the Legislation. If the business changes hands the licenses are not renewed. Licenses are required to keep books recording all sales and to issue certificates to all purchasers. Several of these licenses to Chinese vendors have lately been cancelled for breach of the regulations, and it is proposed not to renew the remainder after one year's notice. At present, exemption is only granted to certain well known medicines prepared in Europe or America (specified in a schedule) and to all prescriptions made up on the order of a qualified medical practitioner. Representations have been made by the Chamber of Commerce and by one of the large European druggists complaining of the restriction on trade, and claiming exemption on all preparations in which opium or morphine is not the sole ingredient, but this would defeat the object in view, viz., to check the sale of the so-called "anti-opium" pills containing morphine, etc. To limit the quantity of opium or morphine contained in a pill would obviously be futile for several could be taken to produce the result desired. If it should be possible I should wish to prohibit the sale of all pills, powders, or draughts (except on the prescription of a qualified medical officer) which contained opium or morphine, unless in combination with some other drug in such proportion that it would be dangerously operative—say an aperient or an emetic—if the pills were consumed for non-medical purposes. The transmission by post of opium, morphine or cocaine is prohibited and it is also proposed to abolish the bonded warehouse for compounds of opium and morphine hitherto maintained by the Farmer and to retain a Government warehouse only. The question is at the present moment under the consideration of the Government.

The drastic Ordinance of September 1895 for the suppression of the pernicious practice of injecting preparations of morphine by unqualified persons, together with the provisions of the "Prepared Opium Ordinance" which imposed a Royalty of \$30 per ton for morphine (—600 per cent. ad valorem) and \$5 for opium, have been so effective in restricting the illicit use of these drugs that whereas in the Straits Opium Report Hon. Dr. Galloway stated that 39 out of a group of 595 prisoners taken at random (viz. 6.5 per cent) bore injection scars, only one person so scarred was on a recent examination found in the whole of the inmates of both hospitals and gaols of this Colony.

In June 1908 a Pharmacy Ordinance was enacted under which morphine and cocaine and their preparations were scheduled as Poisons with further restrictions as to their wholesale and retail use. In view of the experience of India, cocaine (though not at present abused here) was made the subject of elaborate regulations of a similar nature to those already in force regarding morphine and opium compounds in order to control the wholesale trade and prevent illicit import to China.

OPIMUM CURES. (A) QUACK REMEDIES. A detection of the leaves of the *Croton tiglium* has been stated to be a cure for the opium habit. The Director of the Botanical Department, Singapore, informs me that it is a complete fraud which only lasted three months, during which time the promoters made great gains. The only man he knew who tried it became a wreck—too weak to get up and died. This was confirmed by the results obtained by the Viceroy of Szechuan who imported a great quantity at the instance of Mr. J. Alexander.

(B) EDUCATION. The education of public opinion, on which both the Straits Commission and M. Harcourt lay stress is the only real method of curing the habit, the more so that it is usually the rich who smoke to excess. This view is rightly emphasised in the original decree, and there seems little doubt that, throughout the Chinese Empire, among the better classes there has been a very real progress in this direction. Smoking is now prohibited in the Army, Navy, and Civil Services and in schools and colleges. The evils of the opium habit should be inculcated in every school not only in China but in the Foreign Colonies and British Colonies. But above all stress should be laid on the evils of eating opium and of eating or injecting morphine and also on the misuse of alcohol.

PREVALENCE OF SMOKING.

It may be of use to restate the facts as to the prevalence of opium smoking. Sir John Jordan gave it as his opinion that only 8,600,000 (say 2 per cent.) of the population of China were addicted to the habit. Sir Robert Hart, I believe, estimated it (in 1881) at a much lower figure. Dr. Ayles states that the Chinese return estimate the number of smokers to population in China at 2 per cent. (1865)—probably referring to Sir Robert Hart's estimate. Mr. Clementi in a recent elaborate and very careful calculation puts it at considerably less than 2 per cent. for the whole of China, but 4.4 per cent. in the provinces of Szechuan, where purely native opium is smoked, while in Hongkong where the adult male population (who alone smoke) is three times

that of the adult female (while the latter predominates in China) the percentage of smokers is 6.25. These figures are challenged by a paper named *Chinese Opinion* which argues that it is only the adult male population which should be reckoned, and works out to a percentage of 8.31. Mr. Clementi's figures for adult males are, however, more liberal, being 12.94 for Hongkong only. As the population of China is largely rural the lower estimate is probably more correct, and allowing for a proportion who smoke less than the amount calculated (though this again is probably more than balanced by the excessive smokers) it will probably be approximately correct to say that not more than 1.5 per cent. of the total population smoke opium, and not more than ten per cent. of the adult males are smokers, a large proportion of whom are only casually addicted.

DIFFICULTY OF GIVING UP THE HABIT. It has been stated that great difficulty is experienced in giving up the habit, but in the Hongkong case the drug is entirely prohibited with no ill results beyond a little temporary diarrhoea.

CONCLUSION. I have attempted in the foregoing paragraphs to show that those who may claim to be not less interested in the question of the Native Races, and in the welfare of the intelligent, industrious and most enterprising population of China than the Mover and Seconding of the Resolution in the House of Commons, have some doubts as to whether the common object we all have in view can be achieved by the particular method proposed. I have endeavoured to present a reasoned opinion on this subject and to submit some practical suggestions, without going too largely into the immense field of discussion which this subject opens up, and while doing so I trust I may claim to have vindicated the Colony of Hongkong from the charge of apathy, and of having made no sacrifices to promote the Policy of the Home Government in this matter.

I trust nothing I have said in this Memo may lead to the conclusion or inference that I do not recognise the evils of the Opium Habit. I have quoted on page 11 from the Indian Commission to show that they are often exaggerated, but I learn from Sir A. Hossie that in Szechuan they are deplorable, mainly because the population is very poor, and there is a tendency for heavy smokers to forego their food, and spend their money upon opium instead. He believed (as many experts do) that as long as a man is well nourished, opium smoking does him little or no harm, since post mortem examinations have shown that the organs are entirely unaffected. The victim of indulgence really suffers from starvation. In Hongkong, however, where wages are high and employment easy to obtain, the opium can afford to feed well, and also to pay for his smoke and so little or no harm is done. But even in Hongkong smoking is a great economic evil tending to the waste of time, and of money in unproductive self-indulgence. My sole object so far as the general question is concerned has been to demonstrate—

- That it must be dealt with gradually and not by precipitate methods.
- And above all that there are other and worse evils which unless forethought and care are exercised may prove worse than smoking. And in so far as this Colony is concerned I have hoped to show—
- That we have not been idle and apathetic in the aspects of the question which seemed to us of paramount importance.
- That owing to the control exercised and to the local conditions of the population, the evil here assumes a very different aspect from what it does in some parts of China.

F. D. LUGARD.
GOVERNMENT HOUSE,
October 18th, 1908.
Revised February 25th, 1909.

SHARE REPORT.

Messrs. Erich George & Co. in their weekly share list, dated 15th March, state:—Our market has ruled very strong for most stocks, many of which have risen in price, and a fair business has been done during the week under review. The sterling demand rate of exchange on London closes at 1s. 3 1/2d., while rates on Shanghai are Tls. 74 1/2 for a Bank T/T, and Tls. 75 1/2 for a three days sight Private Bill, the rate in Shanghai on this for a three days sight Private Draft being Tls. 74 1/2. Bar Silver in London is quoted 254 1/2, and Consols 284 1/2. The Bank of England's rate of discount is 5 per cent., while the private market rate of discount is 2 1/2 per cent.

BANK SHARES.—Hongkong and Shanghai have been in strong demand, but only few shares changed hands at 905 to 925, the market closing with further buyers at 925, perhaps 930; London 285. 10s. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions sold at 825 1/2 and 825 1/2, closing stronger with a small enquiry at 830. In other stocks under this heading nothing has transpired and rates are unchanged.

FIRE INSURANCE SHARES.—Hongkong, into demand, and sales took place at 330 to 335 in the early part of the week, but declined, and later on at 330 to 338 ex the dividend of 27 per share paid on 10th instant, the market closing with buyers at 338. Chinas have been done at 1102 and 1103, and finally 1105 and 1106 has been paid, at which latter rate shares can be placed.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares changed hands at 229 1/2, but no more shares are obtainable under 229 1/2. Indo-China sold at 258 1/2, the market closing with buyers at 260. Shanghai quotes buyers at Tls. 45, while London rates are: £3. 15s. for preference shares, and £2 for deferred shares. Chinn and Manilla have fallen to sellers at 311, while Douglas remain steady at 354 with a small enquiry. Star Ferries a weak old figure. Shell Transport have gone back to 54s. buyers, in sympathy with a drop in London to sellers at 55s. 3d. Union Water-works are wanted at 310 ex the dividend of 60 cents per share paid on 9th instant.

REFINERIES.—China Sugars continued in steady demand, and a fair number of shares changed hands from 514 1/2 to 515 1/2 upwards; some fine business has also been arranged, but the rates have not been made public. At the close a few shares are on offer at 515 1/2 cash. Luzens have sellers at 517.

MINTING SHARES.—Charbonnages are wanted at 530 ex dividend. Haubs sold at 34 and 38, closing with sellers at 38 1/2. Chinese Engineering and Mining Company's shares can be placed at Tls. 184.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks sold at 286 1/2 to 285, and have sellers at 285 1/2. Geo. Furnicks, as well as New Amoy Dock Shares, are unchanged. Shanghai Docks have been done at declining rates, down to Tls. 37 having been accepted, but there are buyers now at Tls. 38. Hongkong and Kowloon Wharves have improved considerably, up to 54 having been paid for shares, but the market closes with sellers at 54. Shanghai and Hongkong Wharves have weakened, but our latest wire from the north quotes Tls. 175 with buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's

shares found buyers at 89, at which figure more shares are wanted; holders, however, demand an advance. Kowloon Lands are quiet at 330, while West Point is on offer at 344. Hongkong Hotels can be obtained at 887, ex the dividend at 83 per share paid on 8th instant. Humphreys fetched 893, and Shanghai reports a fair business in Shanghai Lands at Tls. 115.

COTTON MILLS.—All Shanghai Mills have improved; quotations are: Ewas buyers at Tls. 115, International buyers at Tls. 99, Laon Chung Mow buyers at Tls. 94, and Sooyhees buyers at Tls. 315. "Hongkong Cottons" sold at 89.

SUNDRY MANUFACTURING COMPANIES.—Philippines have sellers at 88. China Light and Powers sold at 24 1/2 and 25, and have further buyers at 24 1/2. Hongkong Electric have improved to buyers at 218 1/2. Gas shares are wanted at 2205. Dairy Farms have been fixed at 214 and are wanted. Green Island Cements sold to a fair extent at 29.60, but a few shares are for sale at that figure. Lees have dropped to sellers at 200; in order to meet opposition the Company has reduced the price of 100 to 2 cent per pound. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China-Hongkong sold at 312 and 312 1/2, and have buyers at latter rate. China Prospects found investors at 2930. Langkats have sellers in the north at Tls. 607 1/2. Watsons changed hands at 89.10 and 89 1/2, and are in request at the higher figure. In other stocks under this heading no sales have come under our notice, and rates are the same, as given last.

Chess players in the Colony will be pleased to learn that their late champion Mr. P. W. Sergeant, still takes an active part in these events in England. Playing at eleventh board for Middlesex against Essex in the Southern Counties Championship recently he easily won his game. He has also recently played two games in the British Chess Magazine Correspondence Tournament, drawing the first game and winning the second. Mr. Sergeant is a member of the Hampstead Chess Club, which up to the middle of February had not lost a match in the First Division of the London League.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Delhi* left Singapore for this port on the 13th instant at 10.30 a.m., with the outward English Mail, and is due here on the 18th instant at about 8 a.m.
The C.P.R. str. *Montague* left Yokohama on Friday the 12th inst. at 3 p.m. for Victoria and Vancouver.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 13th inst., and is expected here on the 16th inst.
The str. *Genoa* arrived at New York on 12th instant.

The str. *Gymer* left Manila on the 12th instant for Hongkong.
The I.G. str. *Prin Sigismund* left Sydney on the 11th instant at 2 p.m., and may be expected here on or about the 31st inst.
The N.Y.K. str. *Wakana Maru* (Hombay Line) left Bombay for this port via Singapore on the 12th instant, and is expected here on the 1st inst.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 11th March, 1909. [454]

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BENGER'S FOOD
Benger's Food, prepared with fresh new milk, is all food.
It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.
Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.
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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Safest and most Effective Aperient.
Regular Use.
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AN IDEAL INVALID FOOD IN HOT CLIMATES.
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A PANCREATISED MILK AND CEREAL FOOD.
For Travellers by Sea or Land this complete Food will be found exceedingly valuable.
ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND NEW YORK.

THE Steamship

BLOEMFONTEIN.

Captain Liskbury, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and their Ticks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.
All broken, clamped, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 17th inst., at 5 p.m.
All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 11th March, 1909. [454]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SUMATRA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 18th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th March, 1909. [1]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGVAR"

FROM SEATTLE, WASH.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading as soon as possible.
Consignees of cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned and pay a Deposit of six pence (6d.) per Quarter sack of Flour for contribution to General Average.
Delivery Orders will then be granted in exchange for Bills of Lading against which Consignees are requested to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.
Hongkong, 12th March, 1909. [18]

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.

SHIPPING.

ARRIVALS.
AMERICA, German str., 3,233, E. Deimut, 12th March—Singapore 6th March, General—H. A. L.
CHATTANOOGA, U.S. cruiser, 3,000, Comdr. Wright, 12th March—Manila.
CHARLESTON, U.S. flag-ship, 9,710, Comdr. H. K. Knapp, (Admiral Harbor on board) 12th March—Manila.
CHESAN, British str., 15th March—Canton.
CLEVELAND, U.S. cruiser, 3,000, Comdr. L. S. Van Duzer, 12th March—Manila.
CRAGVIA, British str., 2,874, B. C. Edmunds, 12th March—Seattle and Moji 7th March.
FLOR and General—Doddwell & Co.
DENVER, U.S. cruiser, 3,200, Comdr. Parker, 12th March—Manila.
FEICHO, Chinese str., 965, Panamora, 13th March—Shanghai 10th March, General—China.
FUKUKA MARU, Jap. str., 1,946, S. Kuniwaki, 13th March—Moji 8th March, Coal—Maten Bishi Goshi Kaisha.
GALVESTON, U.S. cruiser, 3,100, Commander Hoegewaff, 12th March—Manila.
HAIYANG, British str., 1,352, F. Higgins, 14th March—Swatow 13th March, General—Douglas, Lapraik & Co.
HANGSANG, British str., 1,356, S. Wilde, 13th March—Shanghai 7th March, General—Jardine, Matheson & Co.
KWANGSI, Chinese str., 14th March—Canton.
MALACCA, German str., 331, Uldrup, 13th March—Hong Kong 9th and Hoihow 11th March, Coal—Jensen & Co.
RAJAH, German str., 1,275, Petersen, 14th March—Bangkok & Kohsichang 7th March, Rice and Seal—Butterfield & Swire.
SAKONA, German str., 4,350, F. Balle, 13th March—Amoy 11th March, General—Hamburg-America Linie.
SHOSHU MARU, Japanese str., 999, I. Iijima, 14th March—Amoy 10th via Amoy 11th and Swatow 13th March, General—Osaka Shosen Kaisha.
TAICHAN, British str., 1,173, J. T. Laing, 13th March—Saigon 9th March, Rice, Meat & General—Bradley & Co.
TOURANE, French str., 3,104, Lanchetta, 14th March—Yokohama and Shanghai 11th March, General—M.M.
TRANQUER, Danish str., 2,226, C. Deurs, 13th March—Singapore 6th March, General—Melchers & Co.
TRIUMPH, German str., 752, J. C. Hansen, 13th March—Haiphong and Hoihow 12th March—Jensen & Co.
WONKAT, German str., 1,119, W. Reher, 13th March—Bangkok 5th March, Rice and Wood—Butterfield & Swire.

DEPARTURES.

13th March.
ANARA, British str., for Hong Kong.
ACHENHAE, British str., for Kobe.
CHOWWA, German str., for Swatow.
EMPEROR OF INDIA, Brit. str., for Shanghai.
GAZEER, British str., for Singapore.
HANOI, French str., for K. C. Wan.
HONGKONG, French str., for Haiphong.
KAMOR, Norwegian str., for Haiphong.
MARIE, German str., for Bangkok.
PRINZ LUDWIG, German str., for Shanghai.
QUARTER, German str., for Saigon.
THAILONG, Dutch str., for Yokohama.
TOTOMI MARU, Japanese str., for Kobe.
ZAFIRO, British str., for Manila.
14th March.
AMIGO, German str., for Haiphong.
CHENAN, British str., for Shanghai.
HAIYUN, British str., for Swatow.
HANGSANG, British str., for Canton.
HELOPOLIS, British str., for Durban.
HOSANG, British str., for Saigon.
JOSHIN MARU, Japanese str., for Swatow.
LOCKSMAN, German str., for Hoihow.
NANSHAN, British str., for Swatow.
SAXONIA, German str., for Singapore.
TIENSIN, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Haiphong* reports: Strong N.E. gale, rough sea, sky overcast and dull with fog banks and overcast shower of rain.
 The British str. *Taichan* reports: Light to moderate S.E. wind to 200 miles North of Bombay Reef, from there to Hongkong fresh N.E. wind and moderate sea weather overcast and gloomy.

VESSELS IN DOCK.

March 14th.
ABERDEEN DOCK—Kwai Yui.
KOWLOON DOCK—Turkic, Errol, Venus, H.M.S. Otter, Suruga, Patin, Vigilante, Johanne.
COSSMOPOLITAN DOCK—Alesia, Hongkong.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

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THE Steamship

"MACEDONIA."
 Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this for London direct, calling at Bombay, for Passengers and Mails on SATURDAY, the 20th March, at Noon, taking passengers and cargo for the above ports. Silk and Valuables only will be accepted for Bombay. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWITT,
 Superintendent.
 Hongkong, 4th March, 1909. [1]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE."
 will be despatched as above on or about the 26th March, 1909.
 For Freight or Passage apply
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 24th February, 1909. [378]

"GLEN" LINE OF STEAMERS.

For LONDON AND HULL.

THE Steamship

"GLENROY."
 Captain T. Darke, will be despatched as above on MONDAY, the 29th March, 1909.
 For Freight, apply to
MCGREGOR BROS. & GOW,
 Hongkong, 9th March, 1909. [444]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & CO. VIA USUAL PORTS OF CALL...	MACEDONIA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	AAKAWAN	Brit. str.	—	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	About 26th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	T. Darke	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
LONDON & HULL	GLENROY	Brit. str.	—	Malchow	MCGREGOR BROS. & GOW	On 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORMUND	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	On 4th April.
HAYRE & HAMBURG VIA STRAITS, &c.	JLYRIA	Ger. str.	k.w.	Deibel	HAMBURG-AMERICA LINE	On 17th April.
HAYRE & HAMBURG VIA STRAITS, &c.	AMBRIS	Ger. str.	k.w.	Lauchlin	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MARSEILLES, &c. VIA PORTS OF CALL	TOURANE	Fr. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANDA MARU	Jap. str.	—	G. H. Butler	HAMBURG-AMERICA LINE	On 25th inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	INABA MARU	Jap. str.	—	K. Tokeda	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Brit. str.	—	—	MELCHERS & Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Jap. str.	—	W. Thompson	JARDINE, MATHESON & Co., Ltd.	About 10th April.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	AMERICA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 7th April.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	KLEIST	Ger. str.	—	Rud. Meyer	MELCHERS & Co.	On 24th inst., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	VORWAERTS	Aus. str.	—	B. Bednarz	SANDER, WIELER & Co.	On 18th inst.
TELESTE, &c. VIA SINGAPORE, &c.	ALBENGA	Ger. str.	—	Lorenzan	ANNHOLD, KARRHOFF & Co.	On 7th April.
NEW YORK	NORMAN PRINCE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th May, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 10th April, at 7 a.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GYMERIC	Brit. str.	—	J. C. A. Hall	DODWELL & Co., Ltd.	On 18th inst.
VICTORIA, B.C., & TACOMA VIA JAPAN	TOYOTA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow, at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit. str.	—	N. Yagi	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN	KUMANO MARU	Jap. str.	—	Isski	MELCHERS & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	1 m.	P. T. Helms	GIBB, LIVINGSTON & Co.	On 31st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KANAGAWA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 18th April, at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 8th April, at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 20th inst., at D'light
JAPAN	KWIBYANG	Brit. str.	1 m.	N. Mathieson	JATA-CHINA-JAPAN LINE	On 17th inst., at Noon.
NEUCHANG	HUICHOW	Brit. str.	1 m.	Zwart	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI & TIENSIN	HANGSANG	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Brit. str.	—	B. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	TRANQUER	Brit. str.	—	Bruno	MESSAGERIES MARITIMES	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	YETORU MARU	Aus. str.	—	Williams	BUTTERFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	DESHI	Ger. str.	k.w.	C. Salo	NIPPON YUSEN KAISHA	On 19th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	BRISAVIA	Brit. str.	1 m.	Cobol	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, YOKOHAMA & KOBE	SHUHI	Brit. str.	—	J. D. Andrews, R.N.R.	HAMBURG-AMERICA LINE	On 21st inst., at D'light
SHANGHAI, YOKOHAMA & KOBE	FOOKSANG	Ger. str.	1 m.	Schwinghammer	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	GOEBEN	Ger. str.	—	B. Wilhelm	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
SHANGHAI, YOKOHAMA & KOBE	NUBIA	Brit. str.	—	F. J. Fox	MELCHERS & Co.	About 27th inst.
SHANGHAI, YOKOHAMA & KOBE	BELOAVIA	Ger. str.	k.w.	Hillebrandt	HAMBURG-AMERICA LINE	On 31st inst.
SHANGHAI, YOKOHAMA & KOBE	TJILATAP	Dut. str.	—	T. J. van Emmerick	JATA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	SHOSHU MARU	Jap. str.	—	Iijima	OSAKA SHOSHEN KAISHA	On 17th inst., at 8 a.m.
SHANGHAI, YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	TJIMAHU	Dut. str.	—	de Brouwers	JATA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA & KOBE	HAIYANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	HAIPHONG	Brit. str.	2 h.	Passmore	DOUGLAS LAPRAIK & Co.	On 19th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 18th inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBE	LONGSANG	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	ROBI	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	TRAP	Brit. str.	1 m.	R. W. Almond	SHAW, TOMES & Co.	On 20th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YUNSHANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 23rd inst., at 3 p.m.
SHANGHAI, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	BOERNE	Brit. str.	—	E. Redger	SHAW, TOMES & Co.	On 27th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	YEBOSHI MARU	Jap. str.	—	T. Sembl	MELCHERS & Co.	Beginning of April.
SHANGHAI, YOKOHAMA & KOBE	YEBOSHI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 18th inst.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. RUD. MEYER	Wed' day, 24th March, at NOON.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. ISENK	Thursday, 25th March, at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Thursday, 25th March.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 15th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
GYMERIC	4,032	J. C. A. Hall	On 18th March.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIC	4,799	R. J. Howie	On 6th May.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Passage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & Co., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 3rd March, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA JAPAN PORTS, MAMZANILLO AND SALINA CRUZ (MEXICO).

S.S. AMERICA MARU	6000 tons gross	Sail April 14th, 1909.
S.S. HONGKONG MARU	6000	June — 1909.
S.S. MANSHU MARU	5000	August — 1909.
S.S. AMERICA MARU	6000	October — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 13th March, 1909.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER,
 21 DAYS HONGKONG TO VANCOUVER.
 SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN AND QUEBEC.
 (Subject to Alteration.)
 Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John or Quebec
"EMPERESS OF JAPAN" SATURDAY, 10th April.	"EMPERESS OF IRELAND" FRIDAY, 9th April.
"EMPERESS OF CHINA" SATURDAY, 1st May.	"EMPERESS OF IRELAND" FRIDAY, 7th May.
"MONTEAGLE" TUESDAY, 11th May.	"ALLAN LINER" FRIDAY, 28th May.
"EMPERESS OF INDIA" SATURDAY, 22nd May.	"EMPERESS OF BRITAIN" FRIDAY, 18th June.

"EMPERESS"
 "MONTEAGLE"
 Steamships leave HONGKONG at 7 A.M. at 12 Noon.
 Each Trans-Pacific "EMPERESS" connects at VANCOUVER with a Special Mail Express Train and at ST. JOHN or QUEBEC with Atlantic Mail Steamers shown above. The "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers Booked to all principal Points in Canada, the United States and Europe, also AROUND THE WORLD.
 HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
 271 10/—
 Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest on route.
 R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
 HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

via Canadian Atlantic Port 243.
 via New York 245.
 For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
 Corner Pedder Street and Praya, (opposite Blake Pier.)

VESSELS ON THE BERTH

DAMPFSCHIFFS-REHEDEREI-UNION
 ACTIEN-GESELLSCHAFT.

For NEW YORK.
 (With Liberty to Call at Malabar Coast).

THE Steamship

"ALBENGA."
 Captain Lorenzan, will be despatched as above on the 18th March.

For Freight apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 25th February, 1909. [377]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA."

Captain Cobol, will leave for the above places on FRIDAY, the 19th inst., P.M.

This steamer has splendid accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 15th March, 1909. [3]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC Ports).

THE Company's Steamship

"VORWAERTS."

Captain Bednarz, will be despatched as above on WEDNESDAY, the 24th inst.

This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 4th March, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 19th March	Freight and Passage.
LONDON VIA USUAL PORTS	MAISON	Noon, 20th March	See Special of Call.
LONDON and ANTWERP	PALAWAN	About 24th March	Freight and Passage.
ANG, COLOMBO, PORT SAID and MARSAILLES	Capt. C. R. Longden, R.N.R.	March	Advertisement.
SHANGHAI, MOJI, KOBE, NUDIA and YOKOHAMA	Capt. F. J. Fox	About 27th March	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 16th March, 3 P.M.
HAIPHONG	"SINGAN"	On 18th March, 10 A.M.
NEWOWHANG	"KWEIYANG"	On 18th March, 4 P.M.
SHANGHAI	"LINAN"	On 18th March, 4 P.M.
CHEFOO and TIENSIN	"HUICHOW"	On 20th March, 4 P.M.
SHANGHAI	"ANHUI"	On 21st March, 11 A.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SHANGHAI LINE—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare 40 Single and 80 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS
Hongkong, 15th March, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & TUESDAY, 16th March, at Noon.	
"HAICHING"	SWATOW, AMOY & FRIDAY, 19th March, at Noon.	

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 13th March, 1909.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Wed. 17th March, Noon.
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 23rd March, Noon.
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang. Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 15th March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW, "SHOSHU MARU"	Capt. Ijichi	WED. DAY, 17th March, at 8 A.M.
TAMSUI VIA SWATOW, "DAIJIN MARU"	Capt. Y. KANURAKI	SUNDAY, 21st March, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.
For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 9th March, 1909.
T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 20th March S.S. BELGRAVIA ... 31st March S.S. SILESIA ... 12th April S.S. SUEVIA ... 13th April S.S. SCANDIA ... 27th April S.S. SENGAMBIA ... 10th May S.S. SEGOVIA ... 17th May	For ROTTERDAM & HAMBURG: S.S. DORTMUND ... 23th March For MARSAILLES & HAMBURG: S.S. SPEZIA ... 28th March For HAVRE & HAMBURG: S.S. JLLYRIA ... 4th April For HAVRE & HAMBURG: S.S. AMBRIA ... 17th April

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 13th March, 1909. Hongkong Office.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.
Hongkong, 8th March, 1909. [14-174]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN. HAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About Mid. of March

For Further Particulars apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 3rd March, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON) - About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE) - About Wed. 5th May.
KITANO MARU	(Capt. —) - About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER) - About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.
Hongkong, 24th February, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler	6134	WED. DAY, 17th March, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	INABA MARU Capt. R. Takeda	6189	WED. DAY, 31st March, at Daylight
MOJI, KOBE, YOKOHAMA and YOKOHAMA	TOSA MARU Capt. T. Harrison	5827	TUESDAY, 16th March, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY and BRISBANE	SHINANO MARU Capt. K. Kawa	6388	TUESDAY, 30th March, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5539	FRIDAY, 19th March, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 16th April, at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. N. Mathieson	5076	WED. DAY, 17th March, at Noon
YOKOHAMA	YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 18th March, at Noon
YEBOSHI MARU	YEBOSHI MARU Capt. B. Kon	3798	FRIDAY, 19th March, at Noon
KOBE and YOKOHAMA	KANAGAWA MARU Capt. K. Sato	3949	SATURDAY, 20th March, at Daylight
	KANAGAWA MARU Capt. N. Ohno	6169	

* Omitting Yokohama.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chamber Road.

Hongkong, 15th March, 1909.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAPAN	Second half of March
TJIMAH	JAVA	Second half of March	AMOY	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJILIWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 12th March, 1909. Telephone No. 375.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	Capt. Beune About 16th March.
MARSEILLES, via PORTS	"TOURANE"	Capt. Lancelin On 16th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	Capt. Girard On 29th March, 1 P.M.
MARSEILLES, via PORTS	"NERA"	Capt. Martin On 30th March, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT,
Hongkong, 13th March, 1909. Queen's Building.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanhsung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tsuchichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchuan Junction.
ANTUNG-HAIEN LINE—A light railway from Makden to Antung-Hsien connecting with the Korean Railway.
STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "Yamato").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL TRAVELLING CAR & EXPRESS TRAINS CO.

FUSHUN COAL—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANTRU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG.
Japan Office:—
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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

GRACA & CO.,

(Established 1896.)
No. 27 DES VŒUX ROAD.

POSTAGE STAMPS

Dealers in
Pictorial Post Cards. Birthday Cards.
MANILA CIGARS AND CIGARETTES
Albums, Novels,
Tobacco, Hinges, Lenses, Flower Seeds,
etc., etc., etc.
Inspection solicited.

CLEANSE YOUR BLOOD
WITH GRIMAULT & CO'S
SARSAPARILLA

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAULT & CO.
2, rue Vivienne,
PARIS.

POST OFFICE NOTICES

Correspondence for EUROPE, via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

The Mongolia, with the American mail left Shanghai on the 13th inst., and may be expected here to-day, at 10 a.m.
The Celestine, with the French mail of the 15th February, left Saigon on Friday, the 12th inst., at 7 p.m., and may be expected here this afternoon. This packet brings replies to letters despatched from Hongkong on the 9th January.

FOR	PER	DATE
Macao	Sui Tai	Monday, 15th, 1.15 P.M.
Shanghai, Kobe and Yokohama	Amelia	Monday, 15th, 4.00 P.M.
Swatow, Singapore and Bangkok	Samsen	Monday, 15th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO	Asia	Tuesday, 16th, 9.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		Registration, with late fee of 10 cents, up to 9.45 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 16th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle	Tosa Maru	Tuesday, 16th, 10.00 A.M.
Europe, India via Tutuila	Tourane	Tuesday, 16th, 10.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration, Kowloon R.O., 10.00 A.M.
		No late fee.
		Letters 11.00 A.M.
Macao	Sui Tai	Tuesday, 16th, 1.15 P.M.
Shanghai	Taming	Tuesday, 16th, 2.00 P.M.
Tsingtau	Mathilde Koerner	Tuesday, 16th, 5.00 P.M.
Singapore, Penang and Colombo	Tamba Maru	Tuesday, 16th, 4.00 P.M.
Shanghai	Huagang	Wednesday, 17th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 17th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.

FINEST OREGON APPLES

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

TO-DAY.

Sale, Valuable Leasehold Property. Sales Rooms, Mr. Geo. P. Lamert, 3 p.m.
Sale, Crown Land, Public Works Dept. 3 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATION.

March 15th.

ON LONDON—	1.83
Telegraphic Transfer	1.83
Bank Bills, on demand	1.83
Bank Bills, at 30 days' sight	1.82
Bank Bills, at 4 months' sight	1.81
Credits, at 4 months' sight	1.80
Documentary Bills 4 months' sight	1.79
ON PARIS—	218
Bank Bills, on demand	218
Credits, at 4 months' sight	222
ON GERMANY—	177
On demand	177
ON NEW YORK—	42
Bank Bills, on demand	42
Credits, at 60 days' sight	43
ON BOMBAY—	130
Telegraphic Transfer	130
Bank, on demand	130
ON CALCUTTA—	130
Telegraphic Transfer	130
Bank, on demand	130
ON SHANGHAI—	75
Bank, at sight	75
Private, 30 days' sight	75
ON YOKOHAMA—	84
On demand—Pesos	84
ON MANILA—	104
On demand—Pesos	104
ON SINGAPORE—	12
On demand—Pesos	12
ON HONGKONG—	12
On demand—Pesos	12
SOVEREIGNS, Bank's Buying Rate	\$11.35
GOLD LEAF, 100 fine, per tole	\$59.80
BAR SILVER, per oz.	23

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. Mongolia called from Shanghai on the 13th inst., and is due to arrive at this port to-day.

THE CANADIAN MAIL.
The C.P.M. str. Empress of Japan arrived Kobe at 7.30 p.m. on Friday the 12th inst., and left again at 6 a.m. Saturday via Nagasaki for Shanghai, where she is due to arrive at 4 a.m. on Tuesday the 16th inst.

THE FRENCH MAIL.
The M.M. str. Celestine with the French Mail of the 14th ult., and mails from London of the 13th ult., left Saigon on Friday the 12th inst. at 7 p.m., and may be expected to arrive here to-day at noon, and will leave for Shanghai and Japan on the same afternoon.

THE INDIAN MAIL.
The Apec str. Apec left Moji on the 10th inst. afternoon, and is due here to-day. The Apec str. Lightning from Calcutta left Singapore on the 10th inst. afternoon, and may be expected here to-morrow.

The Indo-China str. Saiting left Calcutta for this port via the Straits on the 3rd inst., and may be expected here on or about the 19th inst.

The Indo-China str. Fooking left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about the 23rd inst.

MERCHANT STEAMERS.

The J.C.-J. str. Tibodas left Kobe on the 7th inst., and may be expected here to-day.
The N.Y.K. str. Kumano Maru (Australian Line) left Manila for this port on the 13th inst., and is expected here to-day.
The N.Y.K. str. Tamba Maru (European Line) left Shanghai on the 12th inst., and is expected here to-day.
The J.C.-J. str. Tjinhai left Macassar on the 9th inst., and may be expected here to-morrow p.m.

The N.Y.K. str. Yeboshi Maru (Bombay Line) left Moji on the 10th inst., and is expected here to-morrow.
The Austrian Lloyd's str. Austria left Singapore on the 11th inst. p.m., and is due here on the 17th inst.

The N.Y.K. str. Kanagawa Maru (European Line) left Singapore on the 12th inst., and is expected here on the 18th inst.

The N.Y.K. str. Yeboshi Maru (Bombay Line) left Singapore on the 11th inst., and is expected here on the 18th inst.

The N.Y.K. str. Shinano Maru (American Line) left Kobe for this port via Moji and Shanghai on the 12th inst., and is expected here on the 21st inst.

PASSENGERS.

Per Saiting, from Amoy, Miss Jensen.
Per Fooking, from Shanghai, Mr. Deutch.
Per Shokai Maru, from Swatow, Mr. C. Games.

Per Haiyang, from Swatow, Misses Willis and Weich, Dr. Meyers and Mr. Wilson.

Per Zafiro, from Manila, Mr. and Mrs. H. D. Gale and child, Mr. and Mrs. S. Symour, Mr. and Mrs. H. Withers, Mr. and Mrs. P. Engel, Mrs. P. Van Praag and infant, Mrs. W. Cook, Mrs. S. Dewey, Mrs. C. Cazzini, Dr. F. J. N. Cate, Miss M. Cazzini, Mrs. F. J. N. Cate, Dr. J. H. Humphreys, Rev. F. La Benda, Messrs. J. Waisay Rouski, C. J. Machant, J. H. Ruttonjee, M. Menier, T. de Grossmann, J. Toomey, J. Callaghan, J. F. Nickerson, C. Bennett, N. Abramo, J. Alwood, G. Simon, A. Mason, Loto Abramo and Gozto Paolo.

Per Empress of India, from Vancouver, Mr. and Mrs. Griffin, Mr. and Mrs. Hamilton Price, Mr. and Mrs. Elkin, Mr. and Mrs. C. E. Caldwell, Mr. and Mrs. Butler, Mr. and Mrs. Maitland, Capt. and Mrs. Dundas, Mr. and Mrs. Sweeting, Mrs. Valpy, Mrs. I. Bettingell, Mrs. Castleman and Burles, Misses V. Hamilton, Burlette, Burles, Davies, Erawson, Mabel Messer, Mabel Davies, Cable and Postelwaite, Lord Frederic Hamilton, General J. D. Dalton, H.E. Kuo Fuhkien, Captains Vandeleur, Corrie and Cutler, Rev. Spooner Smith, Messrs. J. B. Affleck, Birkmyre, Armstrong, J. J. Armitage, H. Barnicot, E. J. Hall, Alex. Ellis, W. A. H. Wilson, P. Gaisford, A. and E. Appleby, C. H. Shrague, Swann and Dunlop.

Per Prinz Ludwig, from Shanghai, Mr. and Mrs. Vandenberg, Mrs. S. M. Passos, Mrs. E. Robins, Mrs. Wadagowsky, Mrs. Weinberg, 2 children, Dr. E. Gohnski, Messrs. Brizet, F. J. Chopard, R. Stalmann, M. T. Waive, A. Hamoud, E. V. Jensen and E. P. Bolebo.

For Nagasaki, Misses R. Yamashita, and N. Jevira, Messrs. M. H. Michael, N. Ike, Chas. G. Benson, for Kobe, Messrs. B. W. Woollan and party, and F. Viconova, for Yokohama, Mr. and Mrs. H. Reitmeister, Mr. and Mrs. P. Courvoisier, Gallet, Dr. and Mrs. H. Ficko, Mrs. J. Lockwood, Mrs. V. Casselley, Mrs. F. Wilson, Messrs. W. L. and S. Hauer, D. Lockwood, A. v. Oosterbeek, H. C. Fein, Paul Bicker, H. Dinkels and Paul Dressler.



"CAPSTAN" MIXTURE

A Unique Smoking Mixture.

"Let those smoke now who never smoked before,
And those who always smoked—now smoke the more."

IN THREE STRENGTHS:—MILD, MEDIUM & FULL.

SOLD EVERYWHERE



SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 13TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	\$500	\$50	Nominal
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$925, sal. & b. 485.10
National Bank of China, Limited	99,925	\$7	46	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	3,604	\$12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$124, buyers
China Light and Power Company	50,000	\$10	\$10	\$84.90, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.30, sales
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 115, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$9, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 94
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 315
Dairy Farm Company	25,000	\$73	\$6	\$14, buyers
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & G. Co.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$85, sales
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$99, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 37
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 175
Farwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	10	\$9.60, sal. & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$181, buyers
International Cotton Manufacturing Co., Ltd.	12,000	\$50	all	\$87, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$200, sellers
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$260	\$50	\$187
China Fire Insurance Co., Limited	20,000	\$100	20	\$106, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$0	\$316
North-China Insurance Co., Limited	10,000	\$15	\$5	\$1.97, buyers
Union Insurance Society, Limited	10,000	\$250	\$100	\$830, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$192, buyers
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$99, sal. & buy.
Humphreys' Estate and Finance Co.	150,000	\$10	\$10	\$84, buyers
Kowloon Land and Building Company	6,000	\$50	\$30	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING—				
Societe Francaise des Charb'ges du Tonkin	18,000	Fcs. 250	all	\$590, x.d., buy.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	50,000	\$10	\$10	\$2
REFINERIES—				
China Sugar Company, Limited	20,000	\$100	all	\$150, sellers
Lazou Sugar Company, Limited	7,000	\$100	all	\$17, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$24, sal. & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$40, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$4, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$24
Star Ferry Company, Limited	10,000	\$10	\$10	\$15, sellers
South China Morning Post	10,000	\$10	\$10	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	12,000	\$7	\$7	\$24
Watkins, Limited	10,000	\$10	\$10	\$24
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$93, buyers
Weissmann, Limited	175	\$100	\$100	\$140
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$4	\$124
Union Waterboat Co., Limited	100 fdrers	\$10	\$10	\$230
	50,000	\$10	\$10	\$10, x.d., buyers

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

Feb. 17th—Monmouthshire, Lethion. 2th—Erzhovog Franz Ferdinand, Kanagawa Maru, Prinz Ludwig. 24th—Atyngaz, Sunda. 27th—Munster, Cattle, Glencairn, Nubia, Glenlogan, Felsa, Tydena. March 3rd—Benalder, Indrag, Peking. 6th—Guben, Hakata Maru, Benalder, Machacon. 10th—Argonia, Benalder, China (Aus), Bombay Maru, Benalder, Sydney, Nyanza, Tencer. 13th—Dencalton, Pera, Polynesia, Persia, Yang Tze.

ARRIVALS AT HOME.

March 12th—Kawachi Maru, Lutsola.

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years.
Apply—DENNY & DOWLEY.
Hongkong, 28th January, 1909. [219]

TO LET.

NOS. 2 & 3, BEACONFIELD ARCADE, facing the Parade Ground.
A 5-ROOMED HOUSE Furnished or Unfurnished at the Peak.
GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 6 months from 5th May, 1909.
C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.
BEACONFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in Duddell Street.
BRILLIANT TERRACE HOUSES, Robinson Road.
Apply to—Linstead & Davis.
3rd Floor, Alexandra Buildings.
Hongkong, 12th March, 1909. [100]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHERMAN, TOMES & Co.) Rents Low.
Apply to—THE COMPADORE DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central.
Hongkong, 25th February, 1909. [105]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1909. [98]
TO LET—FURNISHED.
"FUNG-SHUI" THE PEAK. To be let furnished for 6 months or longer.
Apply—JOHNSON, STOKES & MASTER, Solicitors.
8, Des Voeux Road Central.
Hongkong, 2nd March, 1909. [110]

TO LET.

WITH IMMEDIATE POSSESSION.
KOWLOON MARINE LOT 48, YAMMATEE. Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply—HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1908. [103]

TO LET.

NOS. 3 & 5, LYEMOON VILLAS, Kowloon. Electric Light installed.
Apply to—LEO D'ALMAIDA & CASTRO, 10, Queen's Road Central.
Hongkong, 3rd February, 1909. [272]

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RIFON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING, GODOWNS in PEAK EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.
FLATS in MORETON TERRACE.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1909. [97]

TO LET.

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.
Apply to—N. MODY & CO.,
Hongkong, 23rd July, 1908. [107]

STORAGE.

FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET—FURNISHED.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.
Apply to—Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central.
Hongkong, 23rd February, 1909. [213]

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.
Apply to—HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, 11th November, 1908. [104]

TO LET.

TO LET FURNISHED, No. 7, Caine Road. Electric Light and Fans, from 1st of June for 7 months.
For further particulars apply to—BUMANN & BERBLINGER, 15 & 17, Connaught Road.
Hongkong, 3rd March, 1909. [403]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—CHATEL & MODY, Victoria Buildings.
Hongkong, 1st February, 1909. [264]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD "DOCK."
A.I., A.E.C., and Engineering Code User NEW DOCK NOW OPEN.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 964
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 342

Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 61

Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

908

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR 150 YEARS.

THE SAME TO-DAY

AS IN 1745